MILE A MINUTE ON DIRT ROADS FOR VANDERBILT CO



William K Vanderbilt Donor of Cup

250,000 Will Line the Course to Watch Roaring "Speed Devils" Compete.

Condensed Facts About Cup Race

Place—Nassau county, Long Island.
Nearest Important Town—Mineola.
Dates—October 6, cup race: September
22, elimination race.
Length of Course—About 29 % miles.
Number of Laya—Ten in cach race.
Total Distance of Test—About 295
miles.

Number of Cars in Elimination Race-Fifteen.
Number of Cars in Cup Race— Eighteen
Countries Represented—France, Italy,
Germany and United States,
Trophy to Be Won—Magnificent silver
cup, presented by William K. Vanderbilt, Jr.

BY JOHN B. FOSTER.

NEW YORK, Saturday, Sept. 15 .- For the third successive year the annual con-test by motor cars for the Vanderbilt Cup will be held this fall over the course on Long Island, on Saturday, October 6.
Prior to that, on Saturday, September 22, the eliminatory trials, to decide which of the American cars shall compete against the foreign cars, will be held over the same course.

Fifteen cars will compete in the elim-ination trial. Among them are some of the best known automobiles which are the best known automobiles which are made in the United States, and several makers who have never entered before will try this year to find a place among the elect for the grand race on October 6. For the Vanderbilt cup there will be four teams, representing Germany, Italy, France and the United States. The French and Italian teams will be represented by five cars, the German by three sented by five cars, the German by three and the American by five. Of course it is impossible to tell what five will repre-

sent the United States until after Sep-

tember 22.

The distance around the course is 29.5.

That may not miles in round numbers. That may not be quite the fractional figure, but it is correct enough to give the reader an idea of the mileage that must be traversed on each lap of the course. As all cars which finish must take ten laps, both in the climination and cup races, it is apparent that about 295 miles will have to be run before a motor car can hope to be honored by merely finishing the required distance, which has proved in the past no

the cars to surmount two rather steep hills which have been included in this year's route, but which have never been a test in the race before. Ten laps at unlimited speed would mean three hundred minutes of time, or about five hours. It is not at all probable that the race will be run that quickly, as that is the minimum limit, and there will be delays, because of tire trouble and because of other accidents, of more or less moment, which may happen to some of the cars, but it would not be surprising if the contest were finished in about six hours, if some machine is fortunate enough to run through in good condition. Those that scale walls or smash into telegraph will be numbered with the "also A motor car race over highways which

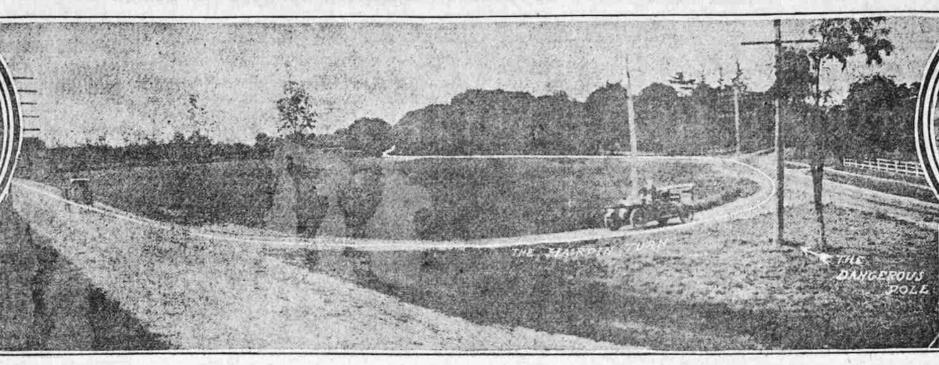
are partially adapted to it is the most thrilling contest imaginable in all sport. If it were possible to conceive an oval race track, with a circumference of thirty miles, with eighteen locomotives running upon it at the rate of sixty miles. an hour, trying to pass one another at times and taking all manner of risks to do so, a conception would be had of what

a motor race is like.

Were a track to be specially built for that agrt of thing, however, it would be free of hazards, such as wicked turns, stone walls on curves, telegraph poles inopportunely placed where a sliding car would be likely to catch its axle and throw the unfortunate driver and mechanician to almost certain death, low embankments, over which a car speeding at full rate would be likely to plunge, and railroad crossings which act someand railroad crossings which act somewhat like a springboard and give a speeding motor an upward jump and a forward plunge of four or five feet. All manner of things like this happen on the Long Island circuit, and yet it is considered to be a tolerably fair course, as netural highways so.

natural highways go.

A Hobby of the Rich. When the first Vanderbilt Cup race was held in the United States a great many people thought that it was rich men's pastime and not poor men's pleasure. There was some opposition to it on Long Island, but, as it happens, most of the



Famous Hair Pin Turn on Vanderbilt Cup Course E. Norwich atley Station CUP COURSE 1906 HAIRPIN TURN WILLETS ROAD START AND

The Vanderbilt Cup Course

on the part of one supervisor, and his vote was not enough to induce the people of the immediate section to hold a mass meeting to protest against it.

Two or three weeks before the race

was actually run, there began to be such a demand for accommodations about all the section in and around Garden City and Hempstead that wantever opposition had existed to the race was abandoned. The residents found that the first gold wine in the bistory of their lives had

The residents found that the first gold mine in the history of their lives had suddenly opened at their very feet.

The novelty of a motor car race, the fact that some men of great prominence were to drive cars in the contest and the further fact that foreign countries had sent across the ocean their best automobiles and their most famous drivers to compete aroused such interest on the part of thousands who never had ridden part of thousands who never had ridden in an automobile, and probably never would be able to own one, that they fourneyed twenty-five miles into the in-terior of the island hours before day-break to be present at the start.

At the First Race.

Perhaps 100,000 persons saw the first race run. They were scattered from one end of the course to the other, and in the larger villages crowded about it to such an extent that the officials had some dif-May Be Some Fast Trips.

It is barely possible that the course will occasionally be taken in thirty minutes. It will depend largely upon the condition of the roads and the ability of the roads and the ability of the second race took place, in the the second race took place, in

the fall of 1905, the people of Long Island were wiser. Prices had doubled over those of the former year, and the prices of 1904 had been quadrupled over what usually was asked for accommodations. The railroad, which has a monopoly of taking people to the start, advertised two excursion trains for four o'clock in the morning. They expected that they might carry about 1,500 spectators. At three o'clock in the morning the station of the railroad was a sight. It was so jammed with excursionists that it was imperative upon the company to make up a train as quickly as possible to get them out of the way and permit others to take their

One train followed another until daylight, and there were passengers packed in every square foot of the cars. They filled the platforms, choked the aisles, clung to the backs of seats and even rode on the tenders and the cowcatchers of the locomotives. The railroad people were astounded at the tremendous interest which was taken in the race, and the con-ductors gave up the task of collecting tickets and trusted to getting them on the

Quarter of Million Sightseers.

It is estimated that 250,000 persons saw the contest of 1905. Some of them were at Mineola, a place of some consequence in the Hempstead district of the island; some were far out in the country, where they had journeyed the night before, selecting some particular spot where there was more or less danger in making a turn, and where they ex-pected to see something thrilling before the day was over, while thousands of others distributed themselves along the north side of the route, where the road is winding and the country more or less

undulating. How many will see the cup race this year is a question. Owing to the general interest which is taken in the event there are many people who predict that half a million spectators will be scattered over the thirty miles of road. That is doubtless exaggerated, but it would not be surprising if 300,000 persons witness some part of the race if the day is pleasant.



Lancia trying to pass. Heath at dericho turn

FOR THE ELIMINATION RACE.

	AMERICAN.		
B L M. Oldsmobile Mathewson Thomas Flyer Thomas Flyer Thomas Flyer Haynes Frayer-Miller Frayer-Miller Frayer-Miller Christy Locomobile Apperson Maxwell	Maker. Pope Manufacturing Co. Breese, Lawrence, Moultine Co. Olds Motor Co. Mathewson Co. N. Y. Thomas Motor Co. Thomas Motor Co. Thomas Motor Co. Haynes Auto. Co. Oscar Lear Auto. Co. Oscar Lear Auto. Co. Walter Christy Locomobile Co. Apperson Motor Co. Maxwell Briscoe. minatory trials to compete with the fo	E. Koeler Ralph Mangeni, Roberts Herbert Lebon Gustave Calllois Frank Sweigeit Lee A Frayer F. E. Moskovics E. H. Belden Walter Christy Joseph Tracy George H. Robinson Fred Bretz	80 60-65 115 115 50 110 110 110 80 80

FOREIGN CARS FOR VANDERBILT CUP.

đ		
	PRENCH.	
	Clement Bayard A. Clement A. Clement Hotehkiss Hotehkiss & Co Elliott F Shepard Darraeq A. Darraeq Hemery De Dietrich De Dietrich Duray Panhard Beath Guray Gurge Heath UTALIAN.	110 120 120 120 100
-	Itala	116 106 106 106
	Mercedes Mercedes Auto Co Gabriel Maricanx Mercedes Mercedes Auto Co Foxhall P. Keene. Mercedes Auto Co Camille Jenatzy	120 120 120

on Long Island residing in the magnificent country places which abound everywhere journey early to spend the week end, motoring in comfort and leisure. Those who are fortunate enough to have applied in time for rooms at the Garden City hotel, the tavern for the smart set of the island, start away with the comfortable assurance that they will have somewhere to spend the night and hobnob with the fashionables. Others may have found accommodations forty miles from the race at one of the many summer hotels, which are thick along the south shore, but they have no trouble in making quick time to the start on the

or less rapidly through the darkness, their great lights glowing over the plains like the eyes of enormous beetles prowi-

ing in the gloom for prey. In the Early Morning Hours. This is the first egress of visitors by

This is the first egress of visitors by automobile. The second begins to leave the city about 2 o'clock in the morning. The cars are driven to the East Thirty-fourth street ferry, where they are conveyed to the Long Island side.

Last year the ferryboats made trips across the river from 2 a.m. until day-light, operating on as fast a schedule as they could, yet there was no time on the New York side until very late in the morning that there was not a line of motor cars which extended for a distance of half a mile from the ferry-house, their owners patiently awaiting

Hemery Finishing.



The Vanderbilt Cup.

their turn to get across the river. Some gave up the ferry in despair and hurried through the city down to the Brooklyn bridge and tried other roads on Long Island to get to the scene of the

At the Garden City hotel the scene is one which has no equal in the States, except during the day and evening prior to a cup race. The air is fairly filled with the hoarse trumpetings of the cars or the sonorous and sometimes high-pitched sirens, which drone forth waralogs as they near the sharper turns of the roads or turn their way into the capacious yard of the hotel.

The parlors, corridor and offices of the hotel are filled with a gay set. Women clad in the most fashionable of evening gowns recline in lounging chairs listening to the hotel orchestra. Fresh ar-rivals brush past them dressed in outing garb, just as they have come from the city. Some men are dressed for dinner, Others wear their leather or linen autoothers wear their leather of linen auto-mobile coats, and faces and hands still bear the traces of the thick clouds of dust through which they have driven. The capacious dining-room is filled with a great crowd, which does not begin to liminish until midnight. But everywhere and above all is constantly heard the hourse calls of the motor cars, which are still traversing the country roads, in the

Minutes for Sleep.

By 1 o'clock in the morning comparative quiet settles over the place. The sirens of the motor cars still screech, but the ear becomes accustomed to them, and their unmusical whistling is unnoticed. The hotel assumes the ap-pearance of a gigantic barracks. Every-where are scattered cots for the weary to lie down for a few minutes of rest.

and it is not uncommon for six and seven

or more to occupy a room. The night is short lived. At 3 o'clock the servants of the hotel are busy rushing through the corridors awakening the sleeping guests, if any have been able to smatch a few minutes' sleep, and 4 o'clock breakfast of some pretension is served. snatch a few minutes' sleep, and 4 o'clock breakfast of some pretension is served in the dining-room, which is soon thickly crowded with sleepy motorists, whose half-closed eyes belie their at-tempt at joility. The women, as a rule, appear decidedly more fresh than the men. Their evening gowns have been laid aside for smart automobile costumes, and they seem to be far more impressed with the excitement of the occasion than their male escoris, most of whom are more accustomed to arising at 8 o'clock in the morning than three hours before

With breakfast finished there is another rush and whirl of the motor cars, and the drowsy guests are whisked away to the start by sharp-eyed chauffeurs, who must exercise great care while traveling through the gloom and morning mist to avoid collisions or running down some unfortunate motorist whose rear signal lights, poorly trimmed before starting away, have been blown out in the fresh morning breeze.

Where the Race Is Run.

This particular part of Long Island. over which the motor cars are allowed to be speeded at the hearts' content of their owners, just borders on that section of Hempstead Plain which A. T. Stewart, the millionaire dry goods merchant of New York, once alluded to as the "garden spot of the East."

He was not far wrong, for the soil of Long Island is so fertile that it takes only a planting, a shower and a bit of sunlight to raise a crop of something or other. It may be weeds, but they grow with a luxurious rankness which is almost tropical. The start and finish of the race will

be at a point near Mineola. The first time that it was run the start was lo-cated away down toward Westbury. It was a delight for the elect who live in that vicinity, as they had but a short distance to motor to reach the grand stand. It made quite an exclusive so-ciety event of the affair—so exclusive, in fact, that some of the owners of the cars which competed were unable to get to the start because the roads were closed against them before they could travel from the city, or from Long Island hotels where they had spent the night. It was respectfully suggested before the next race that the start be placed some-where to accommodate the common people, who had evinced a lot of curiosity in the affair, and who were entitled to a little consideration. It was also suggested that, inasmuch as the makers were spending the money to build the motor cars, it was but fair that they should get

a sight of the start and finish. Hence the grand stand was moved to a point near Mineola, where everybody seemed to be satisfied, except the drivers of the cars, who complained that Ameri-There was some opposition to it on Long Island, but, as it happens, most of the race runs through the property of those who favor that sort of thing, and when it came to a test before the county officials, the race carried the day, except can curiosity was such that scores of per-sons hugged the tracks where they had no business to be, and kept the chauffeurs

Hemery 1905 R Hills, Curves and Twiste Full Tilt by Daring D

of Machines. and run large the cross t

Not Fer Prom M

Not Par From Massis The start this year will be cola, but it will be further as was in 1905, probably just be crossing of the Oyster Bay len Long Island railroad, which the accompanying map of the From the time the start is East Norwich is reached the burn the surface of the road, is along the jericho tumplie, is five whorever the shrubbery is low permit an outlook over the is five at Jericho, which is a few the level plain, the road teche northeast, in the direction Bay, where President Room, his summer home. In fast, where the president that one drive to his comfortable of little over an hour.

This road, like the Jerich is splendidly macadamized, triffe more rolling, and that bends and turns which mai difficult for the driver of a set the rate of sixty miles as more than one hundred yar him.

more than one hundred w

At East Norwich there is "up and down mean turn". The car, with its speed of hour or more, must be ke the left. If it should happen from the driver it would ver in the front door of the vii which faces the road at just angle to receive it as an in In fact, it is told, no one of the accuracy of the parm, bowhen the French drivers were lights over the course were the tising over the course a year them did land his machine or da of the hotel, gave the lan greeting with the popping haust from the cylinders down and away before the lagers could get to the gratulate him upon not

After the turn is made the straightaway stretch over as didly macadamized road to Tayern, Western people with ested to learn that most of over which the race is run as if paved, and quite as they were asphalted. The

delightful to ride upon, as weather, and graciously come the year around. This run to Bull's Head Ta-country a triffe more undust that which was traversed on the

that which was traversed on I side of the course, but there is at any time in navigating the the cars take the declines a cents at full speed.

At Bull's Head there is a yvictous turn almost at rish the left. The manner in which professional drivers take They come up to the corner full speed. There they begin the brakes. Their mechanic far out over the left side of I somewhat like outriggers is far out over the left side of the somewhat like outriggers to craft, and checking the spect, same time throwing the side around, the cars are "saidded curve until their prows, so to pointed directly down the withen they are off again full next dangerous spot.

The point on the Vanderhilt of this year which will commost attention from the sens who are always looking for hair lifting to happen, is near bury. It has been christened in the point of the name has badly applied.

It is a sharp curve in which

badly applied.

It is a sharp curve in which practically bends back upon will have to be negotiated with if a driver does not want to a telegraph pole, or climb a second field. And, by the way, pened at one point of the year. In rushing along Will one of the French drivers loss his car, which "skidded" is field, and there it remained in was over.

was over.

This hairpin turn is like as than a letter "U." It is enter left hand side, approaches of the "U." Before the driver the road slants a trifle from and woe bettde the unjucky approaches the turn, unconsit is in his immediate predmay speed half a mile or may spe WRS OVEL.

In the direct centre of the

SOME OF THE FAMOUS DRIVERS WHO WILL PILOT THE FLYING FIERY DRAGONS





Tracy Lancia



Duray EVE MAIL



Foxhall P. Keene



Callois





Lytle

